

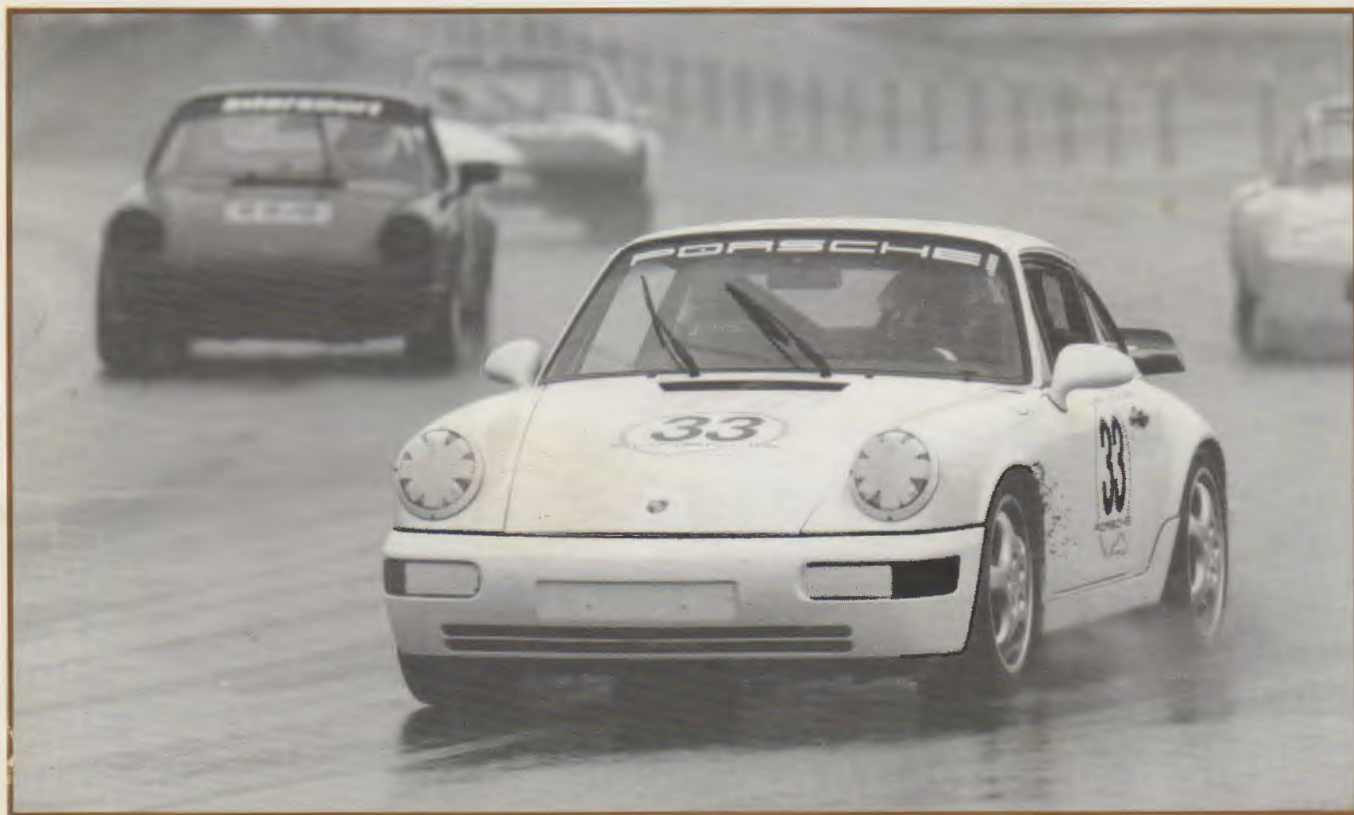


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# CHICAGO SCENE

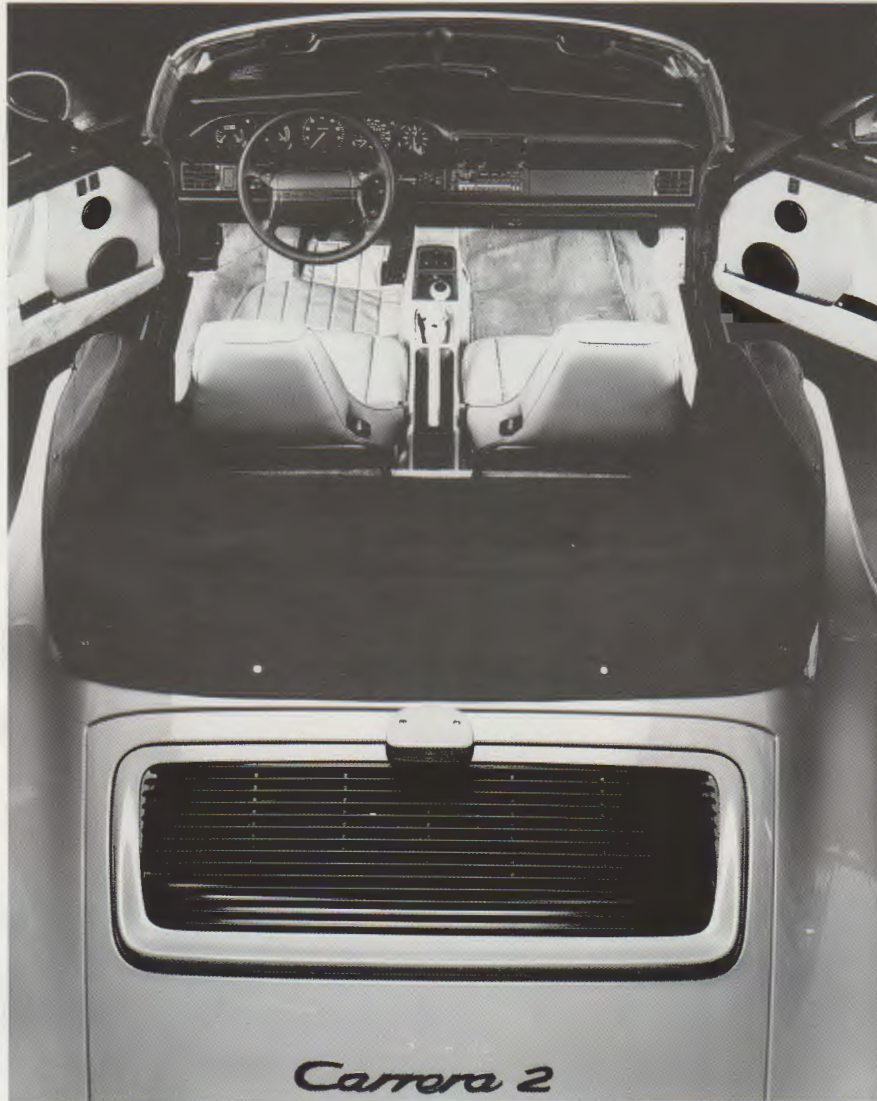


**JULY 1993**



*The Official Publication of the Porsche Club of America, Chicago Region*

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## "CHICAGO SCENE"

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**DEADLINE:** Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

**MART:** Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

**Quarter Page:** \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

### CHICAGO SCENE

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(708)820-1770  
(708)820-0870 FAX



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**COVER:** John Ruther's Carrera RS at this years PCA Club Race at Road Atlanta. Photo by: Gordon L. Jolley.

## CHICAGO REGION 1993 CALENDAR OF EVENTS

January 24	Annual Membership Meeting
February 21	Restaurant Tour
March 20	Spring Social - Medieval Times
April 4	Concours School
April 18	Spring Rallye
April 25	Tech Session
May 2	Driving School & Gymkhana
May 12	Blackhawk I
May 22	Concours
May 28, 29, & 30	Elkhart I
June 13	Rallye & Gambling Boat
June 16	Blackhawk II
June 26	Gymkhana
July 15 & 16	Race Series-Road America
July 18	Potter's Picnic & Concours
August 1	Rallye
August 8	Porsche Phenomenon
August 11	Blackhawk III
August 15	Utica Gymkhana
September 3, 4 & 5	Elkhart II & Concours
September 19	Charity Gymkhana & Concours
October 10	Loop Rallye
October 16 & 17	Blackhawk Octoberfest
October 24	Concours
November 6	Social Event
November 14	Tech Session
December 4	Dinner Dance

# WHO'S WHO



**PRESIDENT**  
Dan Gallagher  
(312)616-1416



**VICE PRESIDENT**  
Rip Patterson  
(708)740-3562



**SECRETARY**  
Jeff Girard  
(708)971-8144



**TREASURER**  
Chuck Bittman  
(708)246-9505



**IMMED. PAST PRES.**  
Debby Leed  
(708)382-6911

## 1993 COORDINATORS

### AUTOCROSS

John Ruther (708)639-1094

### CONCOURS

Bill Garvy (312)973-3938

### CHARITY EVENT

Rip and Linda Patterson (708)740-3562

### GOODIE STORE

Linda Patterson (708)740-3562

### RALLYE

David O'Bryan (312)929-1943

### SAFETY

Jeff Girard (708)971-8144

### SOCIAL

Peggy Gallagher (312)616-1416

### MEMBERSHIP

Lee Lichtenstein (708)577-1550

24 Hr. Member Info (312)769-8193

### TECH CREW

George Weathered (708)357-4033

Jeff Girard (708)971-8144

### "SCENE"EDITOR & ADVERTISING MGR.

Kristen George (708)820-1770

FAX (708)820-0870

### CONTRIBUTING EDITOR

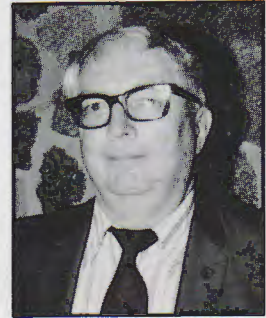
Richard Badler (708)317-0059

### PHOTOGRAPHER

Chris Ingot (708)559-1126

### PRINTER

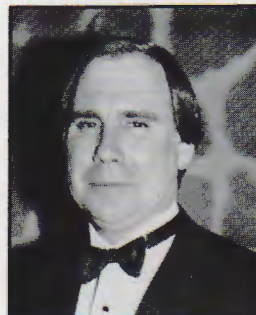
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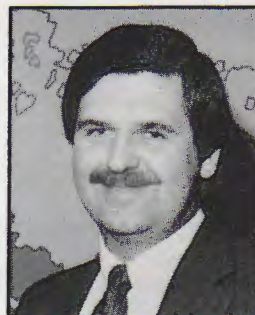
**DIRECTOR**  
Bruce Janecek  
(708)361-8421



**DIRECTOR**  
Lee Lichtenstein  
(708)577-1550



**DIRECTOR**  
John Ruther  
(708)639-1094



**DIRECTOR**  
Greg Turek  
(708)961-2439



**DIRECTOR**  
Arnold Zann  
(708)386-2864

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## **IN GALLAGHER'S GEAR**

---

I cannot believe it but the year is half over. Memorial Day at Elkhart has come and gone. As I promised the good lady Peggy the weather was not as bad as last year. Saturday was perfect. I was ribbing Peggy that I should have brought the convertible "D" instead of the 930. It is a damn good thing I listened to that woman because Sunday brought the rains. Boy did it ever rain. I still have a gremlin in the "D"'s windshield wiper system and the top by design leaks more than the Chicago tunnel system, so if I had brought it I am sure you would have had to send cards and flowers. If the weather had co-operated Arnie and George would have had a perfect event. As you may be aware we had an absolute record 159 cars. The safety record continued to be impressive as only one car suffered any damage and that thankfully was minor.

Ed and Debbie Leed ran a timing and scoring school which was well attended and the practice will show at our race series in July. Elkhart is our ultimate event. I cannot wait until Labor Day. By the way, the event will sell out. If you want to go I would register early.

By the time you read this column our first Porsche Race Series will be about to occur at Elkhart. We still have plenty of room for volunteers to help. Arnold Zann and his committee have put in one hell of a lot of time into what I believe will be the best run event in the race series. We need your help and I hope you will not let us down. We need approximately 30 people just for timing and scoring. Your region has a lot more than a great deal of money at stake here, we have our prestige on the line.

I have appointed Debbie Leed, Keith Clark, Lee Lichenstein, David O'Brien and myself to be this year's nominating committee. According to our by-laws the committee must publish its recommendations in the September newsletter. If you are interested in holding a regional office or directorship please let any member of the committee know.

I want to thank all of you who took a gamble and joined the good lady Peggy on the Empress River Casino. Peggy had guaranteed 50 people and that is exactly what we had. I have to admit that the personnel went out of their way to assure that the parking was secure and that we had a nice time. It

was an interesting trip. With the exception of our group the people on the boat were very serious. The only love I don't have is gambling. I went to the roof and sat at the bar while Peggy got friendly with a "one armed" bandit.

I enjoyed the Harper's rallye a great deal. Jim had called me the Tuesday before the rallye in a panic because four of his rallye roads were totally under water after the week's major storms. All worked out except that the roads were rough and gravel had been put down where the pavement had washed away. Thankfully the water's receded and the weather was absolutely beautiful. Thank you Jim and Alice for a great rallye.

I am going to recommend to the board that we split the position of Autocross co-ordinator into two positions. I am recommending this because our track events, Elkhart and Blackhawk, are so different than our parking lot gymkhana. I also believe that our track co-ordinator should also be our chief driving instructor. If you have any thoughts on this please let us know.

The second Blackhawk was a tremendous success. I had over 80 cars for the June event. Naturally, the weather was near perfect. It was also nice to see our old friend Tom Burke at the event. You may not know it but Tom had a lung removed recently. He figured it was better therapy driving his 944 at speed than sitting around relaxing. Hope Tom continues his excellent job of registrar. Thanks also to Chef Karl and his staff for coming all the way from Libertyville to feed us after the event.

Once again, I want to remind you of the upcoming Porsche Phenomenon. We are long over due in honoring the old timers who made the Chicago region what it is today. I still need good Porsches for our French style Concours. Please fill out the form and send it to me.

It is almost time for the Parade. I have not been to one since our last one in 1984. There are a good number of our members who will be attending. Well if I don't decide to stay in Cincinnati you will be hearing from me next month.

Dan

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## FORUM

Dear Dan,

I would be honored to display my car at the August 8th Porsche Pheomonon.

Porsche \_\_\_\_\_

Year \_\_\_\_\_

Model \_\_\_\_\_

Color \_\_\_\_\_

Signed \_\_\_\_\_

Name, Address & Phone \_\_\_\_\_

Mail To: Dan Gallagher, 360 E. Randolph, Apt. 2202, Chicago, IL  
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**TRO MANUFACTURING**

**JULY 15-16, 1993**

OK. This is the one we've all been waiting for...**THE FIRST PCA CLUB RACE AT ROAD AMERICA, ELKHART LAKE, WISCONSIN.** The Chicago Region PCA is staging what we hope will be the premier race event of the 1993 season.

Road America, with its **14 turns, three long straights and 4 miles in length** make it the most exciting and challenging race course for all levels of competitive drivers. Chicago Region PCA events held at Road America have always attracted drivers from all parts of the USA, so everyone should have plenty of fun. If predictions hold true, we will have a variety of very interesting Porsche's to compete against.

For those of you who are attending the Parade in Ohio, this event immediately follows so that you can participate on your way home. For those of you who are racing at Road America in the Chicago Historic Races, please join us a week earlier.

Tech and registration will be held at Road America's tech barn starting at 3:00 P.M. on Wednesday, July 14, 1993. Due to the large number of cars being trailored to the event, those event participants who wish to leave their cars at Road America after being teched on the 14th now will be able to do so.

Seibkin's Resort, Elkhart Lake, Wisconsin, will be the race headquarters. There will be a **MANDATORY NOVICE SCHOOL STARTING AT 7:30 P.M., WEDNESDAY, JULY 14, 1993** at Seibkins. All first time novice license holders must attend this meeting. Late registration will be available at Seibkins from 9:00-10:00 P.M.

Tech and registration will again open early Thursday morning, July 15, 1993, for a short period of time. This time will be announced at a latter date. It is best to have your car teched and registered at the track on Wednesday, July 14th.

**PLEASE APPLY FOR YOU PCA RACING LICENSE EARLY. IF YOU HAVE NOT DONE SO ALREADY, SEND IN YOUR APPLICATION NOW!**

Time is running short, so please register early and remember that you can use Chicago Region's Annual Memorial Day Weekend Driver's School at Road America on May 28-29, 1993 as your warm-up for the club racing date.

For this event the Registrar may classify an Entrant as he deems appropriate. Entrants, at their option, may protest such to the Event Chairman and Registrar.

If you would like to volunteer your time in helping with the organization of the event and your time during the event, please call or write immediately!

Hotels are filling up very fast, so make your hotel reservations as soon as you can. A list of accommodations can be found on page 23.

Event being sponsored by **BILL JACOBS MOTORSPORT, TRO MANUFACTURING, NorthStar Motorsport and Midwest Eurosport.**

**Event Chairperson**  
Arnold Zann  
708/386-2864

**Registrar**  
Mike Zurick  
(H) 708/920-6698 (O)708/963-6500

Please no calls after 9:00 PM Central Standard Time.

# PCA CHICAGO REGION CLUB RACING

## ROAD AMERICA JULY 15 & 16, 1993

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone: Days: \_\_\_\_\_ Eves: \_\_\_\_\_

PCA Region: \_\_\_\_\_ PCA Membership No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

PCA License Status: (Circle One on Right)
PCA License Number: _____
Expiration Date: _____

**Novice** – Have applied or will have applied for a License and completed all requirements prior to the event. Must attend Wednesday evening school, July 14. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P O Box 10402, Alexandria, VA 22310.

**Rookie** – Have been issued a PCA Rookie License (Completion of Novice School and one race).

**Provisional** – Have been issued a PCA Provisional License (Previous Competition Experience).

**Full** – Have been issued a Full PCA Club Racing License (Completion of Two Races).

Requested Car Number: \_\_\_\_\_ First Choice: \_\_\_\_\_ Second Choice: \_\_\_\_\_ Third Choice: \_\_\_\_\_

PCA Club Racing Class: \_\_\_\_\_ Porsche Year, Type, Model: \_\_\_\_\_ Engine Size: \_\_\_\_\_

Turbo or Non-Turbo: \_\_\_\_\_ Race or Street Tires: \_\_\_\_\_ Full Chassis Stiffening? \_\_\_\_\_ Pounds Car Lightened: \_\_\_\_\_

List all car modifications (not necessary for classes A, B, C, D). Especially list non-factory chips, carburetor/fuel injection changes, ignition changes, triangulated shock tower braces, adjustable spring plates, suspension settings requiring machining or modification to factory parts, non-stock suspension pick-up points, non-stock wheels, gear and ring and pinion changes, and non-factory limited slip.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FEES: First Driver \$250.00 Second Driver, Same Car \$175.00 Full refunds for written cancellations received by July 1, 1993. Second driver must also complete a separate registration form. Buy tickets at registration for the delicious banquet at Siebken's Thursday evening. Make checks payable to "PCA Chicago Region". Mail completed registration form and check to:

Mike Zurick, Midwest Computer, Inc., 2821 So. Fairfield, Suite A, Lombard, IL 60148. Days 708/963-6500. Eves 708/920-6698.

I hereby certify that I will have successfully completed all PCA Club Racing License Requirements prior to coming to this event, and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event.

Driver's Signature: \_\_\_\_\_

## **ROAD AMERICA IN JULY JULY 15TH AND 16TH, 1993**

Due to the overwhelming response to our Road America track event on the Memorial Day weekend, we have arranged to combine the Club Racing event with an open track event that will be open to a **LIMITED NUMBER OF DRIVERS** who want to drive Road America, but not race. This will be a great opportunity for those PCA members who want to run Road America and see the Club Racing Series.

**This event will only be open to drivers with previous Road America experience. NO NOVICE DRIVERS WILL BE ALLOWED TO DRIVE THIS EVENT.**

This portion of the Club Racing will be governed by the rules that are in place for a normal Chicago PCA Road America Drivers Education Event. Requirements are: mandatory 1985 Snell approved helmet, non-synthetic fabric, and closed toed shoes. Recommended, but not mandatory, are drivers suit and gloves made from a non-flammable materials, fire extinguisher, and five or six point safety harnesses. Passing rules will be the same as for other Road America Drivers Schools.

Please remember that this event is open to a limited number of experienced drivers on a first come first served basis, so register now if you want to participate.

Arnold Zann, Event Chairperson - 708/386-2864

Mike Zurick, Registrar - Days: 708/963-6500

Evenings: 708/920-6698

**REGISTRATION FORM  
PCA CHICAGO REGION  
ROAD AMERICA DRIVERS  
EDUCATON EVENT  
JULY 15 AND 16, 1993**

**FIRST DRIVER**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Eve Phone \_\_\_\_\_ Day Phone \_\_\_\_\_  
 Member \_\_\_\_\_ Region \_\_\_\_\_

**SECOND DRIVER**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Eve Phone \_\_\_\_\_ Day Phone \_\_\_\_\_  
 Member \_\_\_\_\_ Region \_\_\_\_\_

Porsche Year, Model, Type, Engine Size \_\_\_\_\_

PCR Class Production \_\_\_\_\_ Improved \_\_\_\_\_ Modified \_\_\_\_\_  
 Permanent Car Number \_\_\_\_\_ Requested Car Number \_\_\_\_\_

*To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times.*

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Fees:            \$150.00 per driver            Total amount enclosed: \$

*Mail completed registration form and check to:  
 Mike Zurick, Midwest Computer, Inc., 2821 S. Fairfield, Suite A, Lombard, IL  
 60148. Days 708/963-6500. Eves. 708/920-6698.*

# POTTER'S PICNIC & CONCOURS

The warm weather and outside activities have arrived. As all of you Gear Heads are bleeding brakes, tuning carbs, and checking out the Snell approved date on you helmets, Rip and I are thinking of beer, brats, soda pop and water games for kids of all ages. It is time to get ready for the traditional Chicago Region Porsche Club Picnic.

This years picnic is scheduled for Sunday, July 18. This is the Sunday following the Club Racing Dates at Road America. Get set to Enjoy Two exciting days of Club Racing Activity at Road America on July 15 & 16. Take the 17th to get home, unpack, take a shower, whatever. Then we expect to see all of you with friends, spouses, kids, and pit crew at the picnic on Sunday to kick back and relax. Traditionally the weather is great (Okay so I didn't mean last year), the food is exceptional, the Concours cars are beautiful, and the tales are tall.

Here follows the Nitty-Gritty details of said Picnic:

**Event:** Potter's Picnic and Concours  
**Date:** Sunday, July 18th, 1993  
**Time:** Concours: Entrants may arrive around 11:00 AM for final clean-up. Concours judging starts at 1:00 PM.  
Picnic: Noon to about 5:30 PM  
**Cost:** \$8.00 each adult, \$4.00 each child (Age 4-17)  
Children ages 3 years and under are FREE.

**Location:** We will stick to Tradition here. Wayne Potter and family have once again offered the use of their Farm for this event. There is plenty of grassy lawn for displaying your Porsche, playing games, or just relaxing with friends.

**Bill of Fare:** It has worked before and will work again - Traditional Veal Bratwurst or Hot Dogs, grilled to perfection by happy, smiling, volunteer cooks (all volunteer cooks can call Linda at 708-740-3562. On the spot training will be provided if needed.) Cold tap beer, iced soda pop, potato chips, condiments, etc. First Brat off the Grill at about 12:30 PM.

**Activities:** Concours: Can you imagine your car in the perfect July setting of an idyllic, grassy meadow; dazzling in the sun, surrounded by other shining Porsches? Neat picture, isn't it? Go ahead - put yourself in that picture. Shine that beauty to within an inch of its life and show it off a bit. We will be using the Chicago Region's four classes A-D for Concours judging. See the Region Calendar/Directory for class definitions. Judging will start at 1:00 PM sharp! (Keep in mind - all that grass we mentioned needs to be mowed just before the picnic. Volunteers can call Rip at 708-740-3562 or Wayne at 546-4457.)

**Games:** For kids of all ages. Including everybody's hot afternoon favorite - you guessed it - Water Balloon toss. We will also have a few other games, which I can't name here because your mother may read this. We promise there will be plenty of things to do with family and friends. Soccer, volleyball, and horeseshoe equipment will be available, plus there is a swing and slide set. Those of you who have them to bring will find space to run radio controlled cars, roller blade, or roller skate. (Help with games is always needed. Volunteers can call Linda at 708-740-3562.)

Pre-registration is not required, but would be appreciated. See map for directions. Please leave your pets at home for this event.

**PCA/CHICAGO REGION TECH INSPECTION SHEET**

NAME \_\_\_\_\_ COLOR \_\_\_\_\_ CLASS \_\_\_\_\_  
 MODEL/YEAR \_\_\_\_\_ ENG. DISP. \_\_\_\_\_ ENTRY NO. \_\_\_\_\_

Passed Failed

**TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:**

- |       |       |     |  |
|-------|-------|-----|--|
| _____ | _____ | 1.  | WINDSHIELD - No cracks. Functional wipers with good blades.  |
| _____ | _____ | 2.  | MIRRORS - At least one securely mounted rear view mirror.  |
| _____ | _____ | 3.  | BRAKE LIGHTS - Functional.   |
| _____ | _____ | 4.  | PEDALS - Free return & in good operating condition. Firm brake pedal.  |
| _____ | _____ | 5.  | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended.  |
| _____ | _____ | 6.  | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class.   |
| _____ | _____ | 7.  | HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside).  |
| _____ | _____ | 8.  | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.   |
| _____ | _____ | 9.  | BATTERY (IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition.   |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars.   |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant.   |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition.  |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.   |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust.  |
| _____ | _____ | 18. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed.   |
| _____ | _____ | 20. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.   |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.   |
| _____ | _____ | 22. | GAS CAP - Gasket intact & cap tightened.   |
| _____ | _____ | 23. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc.  |
| _____ | _____ | 24. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended.   |

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE \_\_\_\_\_

WITNESS TO DRIVER'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

## **CHARITY EVENT - SEPTEMBER 19, 1993**

**OOPS!** Last Month's article was missing the final paragraphs. It was just the basic details of the event. Believing that this information might be important. Here is what we left out.

The Charity Event became an annual date on Chicago Region's yearly calendar of events. The funds raised each year have gone directly into providing equipment and programs for the students of Sally Potter School.

After each Charity Event, we have always been proud of the people in our region and the way they have worked together to make the events successful.

This year is no different. The date of this year's Charity Event is September 19, 1993. We need to begin working toward that date now.

Rip and I are this Year's Charity Chairman. A couple of people have already come forward and offered to help - SO - We have a committee. Now we need all of you to help us secure donations for the raffle and auction. Car related or not, there is no limit on what we use. Donations can be sent to Rip's office address:

Potter-Mac Co.  
700 N. Lake Street, Ste. 202  
Mundelein, IL 60060

We can also use any other volunteers who would like to join us on the committee or lend a hand the day of the event. Call and let us know you are out there.

\*\*\*\*\*

Now to get on with this month's article. We are hoping everyone will come out and help make this year's Charity Event a great success.

We have a new site this year for the Autocross - The Hawthorne Race Track Parking Lot. Rip and I haven't been down to the track yet, but Dan Gallagher and Peggy have been there. They report the site has a large parking area free of any terrifying obstacles to set the course up on. There is enough room that the Mercedes Club has been invited to set up a companion course and come have fun with us. We are also hoping they will join in the Charity part of our event.

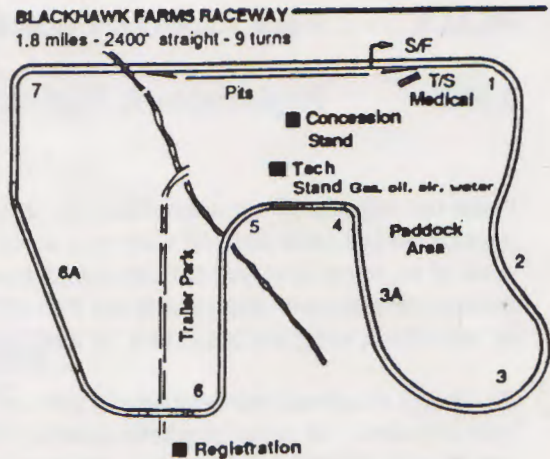
During the day, besides enjoying the autocross, you can satisfy your hunger with a fresh grilled bratwurst or hot dogs available for purchase at the site. Kind and courteous club members will be doing the cooking for us. (This is just one of the areas we need some volunteers to help us out. Please call and let us know you can

# BLACKHAWK XXIV

**DATES:** August 11, 1993  
**TIME:** 8:30-5:00\*\* Registration Closes at 11:00 AM  
**PLACE:** Blackhawk Farms Race Track, So. Beloit, Illinois

Beat the mid-week blues, play hooky from work and check out the fun at Blackhawk!

Here's your opportunity to practice all that you've learned in drivers school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located just outside of Rockton, Illinois close to the Northwest Tollway. Learn to drive your Porsche or other vehicle at high speed in complete safety. At these events we allow cars other than Porsches to participate. We are not suggesting that you bring the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.



The concession stand will be closed on Wednesday. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. Alcoholic beverages are not permitted during the event. Afterwards, dinner (steak or other entree T.B.A.) will be prepared at the track by Chef Karl's Edelweiss Inn.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.**

There is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously.  
**REMEMBER-registration closes at 11:00 AM!**

**\*\*To save time at the track-you may bring a letter from a recognized Porsche dealer or mechanic stating that your car has been prepared for the track. Tech begins at 8:30 AM**

Change your oil, brake fluid and brake pads and come on out and have a great time!

Directions to Blackhawk: Northwest Tollway (190) North to IL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left about 1/4 mile to track entrance on right.

## **August 11th BLACKHAWK/CHEF KARL DINNER REGISTRATION**

Mail to: Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601 312/616-1416

Name: \_\_\_\_\_ Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_

Driver: Experienced \_\_\_ Novice \_\_\_  
 \$90.00 Preregistered/\$100.00 AT the track  
 2nd driver-no charge if a family member  
 Amount Enclosed \_\_\_\_\_

Dinner following the event \$18.00 Adults/\$8.00 Children  
 Beer, wine and soft drinks included.

# UTICA AUTOCROSS

**DATE:** Sunday, August 15, 1993

**PLACE:** Utica Raceway, Utica, IL

**TIME:** Registration & Tech 9:30 AM, Timed Runs 11:00 AM

Come out and join us for a fun-filled day at Utica Raceway on Sunday, August 15th, 1993. Utica Raceway is a 0.6 mile go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. And for some of us, to see how well our cars can pick corn!! This track will be run with NO PYLONS and promises to be exciting for everyone. Registration and tech will begin at 9:30 AM, timed runs will begin at 11:00 AM. Depending on attendance, everyone can expect at least five timed runs.

To drive at this event, you must have a 1985 or later Snell approved helmet, full length pants, a long sleeved cotton shirt and socks - all of non-synthetic material. You will need closed shoes. No open shoes will be allowed. Better yet, driving suits are recommended. Drivers must also be at least 18 years old (driver's license will be required at registration). NO alcohol may be consumed at the track. Please consult the 1992 Chicago Region Calendar for Gymkhana/Short Course Classifications. We will also need people to work timing and start/finish line.

**Directions to the track:** Take I-55 South to I-80 West (approximately 45 miles), to 178 (Utica-Starved Rock exit), left on 178 three-eighths of a mile to the intersection of 178 and 6.

---

## UTICA AUTOCROSS REGISTRATION

First Driver

Second Driver

Name \_\_\_\_\_

\_\_\_\_\_

Phone \_\_\_\_\_

\_\_\_\_\_

Member\_\_ Applicant\_\_ Guest\_\_

Member\_\_ Applicant\_\_ Guest\_\_

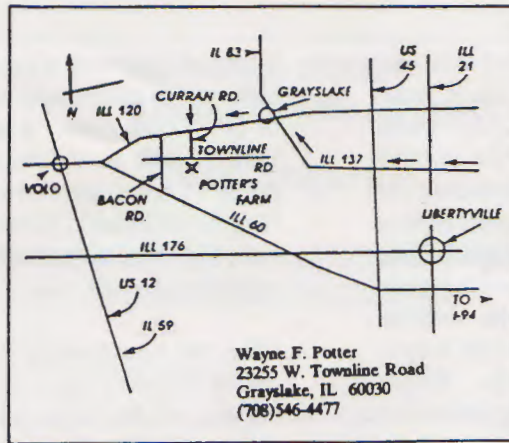
Gymkhana/Short Course Class \_\_\_\_\_

\$18.00 Pre-registration, \$21.00 at the track, \$8.00 Second Driver

Amount Enclosed \_\_\_\_\_

Mail registration and check (payable to PCA/Chicago Region) to:  
Lad Sanda, 4741 Central, Western Springs, IL 60558 Questions???(708)246-1937 OR  
John Ruther, Event Coordinator at (708) 639-1094

So - there it is. Clean up the Porsche, gather up the family, and come out for a day of good food, great friends, beautiful cars, and lots of fun!



**REGISTRATION FORM  
POTTER'S PICNIC**

Dear Linda:

Sounds like a day we can't miss. Sign us up right away!

Name \_\_\_\_\_

Member PCA \_\_\_\_ Applicant \_\_\_\_ Guest \_\_\_\_ Region \_\_\_\_\_

Number of Adults at \$8.00 each \_\_\_\_\_

Number of Children (age 4-17) \_\_\_\_\_

Number of Mini-kids (age 0-3) \_\_\_\_\_

Concours Class \_\_\_\_\_

Mail registration form to: Linda Patterson, 24397 Cherokee Trail, Grayslake, IL 60030.

Questions: Call Linda or Rip at 708-740-3562.

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## POTTER'S PICNIC AND PRISTINE PORSCHE PAGEANT

by Dan Gallagher Jr.

Most of my memories from childhood revolve around either ice hockey or Porsches. By the age of eight, Mike and I had a go-kart and a mini-bike which accompanied us on family outings with the Porsche club. These toys were appropriate for Blackhawk and Road America, however they were not appreciated at Potter's Picnic. I will never forget the surprised and disgusted look on Wayne Potter's face when he found me riding through his corn fields with reckless abandon. The husks stuck in my helmet told Wayne that I had just destroyed part of his crop. Wayne handled it well, and I ended up swimming for the rest of the day like the rest of the kids.

I remember pulling onto the Potter farm and seeing what seemed like all the Porsches in the world sparkling in the sunshine. My father would have us help him clean his car, Mike and I always got stuck with the toothpick and q-tip duties. After judging began, Dad would take us around to the other Porsches and explain why that particular model was significant. By the age of 10 Mike knew more about Porsches than 99% of America.

We would visit friends from the club, and listen to stories about Porsches. To this day, we still refer to Bob and Wilma White as Uncle Bob and Aunt Wilma.

When we had filled our heads with Porsche facts and dreams, we would fill our stomachs. For some reason, Potter's Picnic had the best bratwurst in the world. Potter's Picnic was also the only time in the year that I drank Grape Nehi, although sometimes we did manage to steal a beer.

There were swings and a pool, but for us the potato sack race was the most important game of the day. Mike and I actually practiced for a few days before in order to win that great speed event. I don't believe my parents ever had any difficulty getting us to go to sleep that night.

The times have changed, but Potter's Picnic remains the Chicago Region's premier concours. So last year when Bill Garvey asked Mike and I to run the concours at this year's Potter's Picnic we were overwhelmed and felt deeply honored.

Mike and I have put a lot of time into obtaining some high quality picnic baskets we will give to the top 1/3 or 1/4 of each class. A full set of picnic plates and flatware will go to the winners of People's and Judge's Choice, and there will be a special award for "Wayne's Choice". Hopefully, all those who opt to enter the concours will receive something which will help them prepare their car for the next concours.

Mike and I are looking forward to seeing all of you out at Wayne's farm for what will be the 35th running of the picnic and concours. There is no entrance fee for the concours, so there is no excuse not to compete in one of the classes. If you do nothing other than wash and vacuum your car you can compete in class D, so there is no excuse for not entering. (Linda Patterson told me that one year a car that was not even entered placed in class D.)

So on July 18, pack up the Porsche, grab your family, friend, or significant other, and come on out to Potter's Picnic. There will be food, friends, and games. Best of all, when you pull into the farm you'll be greeted by what still seems like almost all of the Porsches in the world.

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**REGISTRATION**

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AUGUST 26-27, 1993**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TELEPHONE: \_\_\_\_\_ (DAY) \_\_\_\_\_ (EVENING)

CAR MODEL \_\_\_\_\_ YEAR \_\_\_\_\_ RACE CLASS \_\_\_\_\_

CAR NUMBER (THREE CHOICES) \_\_\_\_\_

CLUB RACING LICENSE NUMBER \_\_\_\_\_ PCA REGION \_\_\_\_\_

NOVICE LICENSE \_\_\_ PROVISIONAL/ROOKIE LICENSE \_\_\_ FULL LICENSE \_\_\_

IN CONSIDERATION OF THE USE OF THE FACILITIES AT BIR UNDER THE RENTAL LEASE OF NORD STERN, ENTRANT AGREES TO BE SOLELY RESPONSIBLE FOR ANY PROPERTY DAMAGE TO THE BIR FACILITY CAUSED, IN WHATSOEVER MANNER, BY MYSELF AND SHALL PAY WITHIN SEVEN (7) WORKING DAYS OF INVOICE FOR ALL REASONABLE PROPERTY DAMAGE IN WHICH I OR MY VEHICLE WAS INVOLVED.

SIGNATURE: \_\_\_\_\_

SEND THIS REGISTRATION, TOGETHER WITH A CHECK PAYABLE TO  
NORD STERN FOR \$190.00 TO:

ED JACOBSON  
REGISTRAR  
6922 MEADOWBROOK BLVD  
ST. LOUIS PARK, MN 55426  
(612) 935-7973

# PETE'S PAVEMENT PAS A DEUX A TSD RALLYE

SUNDAY, AUGUST 1, 1993



Attention all club members: Mark your calendars now for a guaranteed good time on Sunday, August 1st, 1993. Pete has planned a positively pleasure providing path to pursue in our Porsches for this August's rallye. All makes of cars are welcome, but only Porsches obtain points.

The first car will be off at 12:00 Noon. Registration will open by 10:30 A.M. at the **Brass Ball** in Paddock Lake. The Brass Ball will have breakfast available for us. (Pete prefers their pancakes.) The Rallye awards will be presented at the Lauderdale Landing at Lauderdale Lakes near Elkhorn, WI. Panic maps will be provided so no one will miss the fun and camaraderie at the Landing.

Pete predicts a preponderance of Porsche participants and has planned a stupendous plethora of trophies. Be sure to come out and claim yours. Please find the odometer check on the following page. Please read the rallye definitions found in the back of the directory. The most pertinent points will be professed by Pete over pancakes, but plenty more apply.

## REGISTRATION FORM

Sign me up  Unequipped  
(Seat of Pants)

Equipped  
(Navigational & Equipped)

or: I'm afraid of getting lost (or I need points for year end)  
so I want to:

- Work Checkpoint  
 Pre-run / Drive sweep car.  
 Work Registration

DRIVER \_\_\_\_\_

NAVIGATOR \_\_\_\_\_

CAR MAKE/MODEL \_\_\_\_\_

COMPLETE FORM AND ENCLOSE CHECK (Working is free)  
IN THE AMOUNT OF \$15.00 PAYABLE TO:

PCA - CHICAGO REGION

MAIL TO: PETE SCHULTZ  
1133 W. PATTERSON - APT. 1  
CHICAGO, IL 60613

QUESTIONS: 312-929-1943

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  - \* Modern work room available for your race prep or tune up
  - \* Concourse preparation area for your use
  - \* Lockers and storage areas for your tools, tires, etc.
  - \* Trailer and tow vehicle parking
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- All spaces available October 1992 by reservation only.*

## **Garage Exotica**

Oak Park, IL  
708.383.2506  
*New Number!*

# **MINTEX** brake pads

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# motor

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**Eric Claeson**

Eric has been a Porsche lover ever since his '68 911S. 18 years in the service industry, 12 devoted exclusively to luxury import owners here in the midwest.

Sales & Leasing  
**Ken Betts**

Ken has won more sales and customer service accolades at Motor Werks than anyone. He honed his talent for pleasing demanding clientele during 20 years in the boating industry.

Sales & Leasing  
**Rudy Baum**

A consummate performer at Motor Werks, Rudy has been in sales and customer service all his life, including international sales management prior to becoming Porsche certified.

Service Consultant  
**Rick Lane**

Rick introduced reduced labor rates for scheduled Porsche maintenance visits. Eight years in the business — six of them with Motor Werks. Drives a 944 Turbo.

Service Technician  
**Rich Haddon**

A familiar face to midwest Porsche owners, Rich has an impressive 22 years of Porsche technical expertise on his resume.

Service Technician  
**Chris Plummer**

A Porsche Certified Master Technician, Chris has acquired seven years of Porsche experience — all with Motor Werks of Barrington.

Service Technician  
**Dave Poston**

Porsche and A.S.E. Master Technician Dave Poston is a racing enthusiast and 944 owner. He is lead technician and senior member of Team Porsche at Motor Werks

# team p

# werks

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### 1990 Carrera 4 Cabriolet

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You will not find a nicer C4!

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Silver/Gray leather. A wow convertible.  
Beautiful! Low mileage.

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prestige! Realistically priced.

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factory wheels. All service records. Only  
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This is an awesome car!

### 1987 911 Coupe

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One pampered, pristine automobile.  
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### 1986 911 Targa

White/Black leather. One owner.  
Low miles.

•••••

## NEW 1993 PORSCHES

1993 911 Carrera 2 Cabriolet  
Guards Red

### 1993 911 RS America

Choose from 3:  
Guards Red, Grand Prix White, Black

### 1993 968 6-speed Coupe

Polar Silver

### 1993 968 Coupe Tiptronic Coupe

Slate Grey

# porsche

# ROAD AMERICA II

## SEPTEMBER 4 & 5, 1993

### Sponsored by Bill Jacobs Motorsport

Event Chairpersons: John Laidlaw 708/438-3043

Registrar: Robert & Nancy Neal 708/541-1527

The second Road America driving school of the year is soon to be a reality. The usual procedures will be in place...run groups alternating every half hour of open track lapping. Plenty of track time to practice those turns, learn those lines and have fun.

On Saturday, the novice drivers will be required to attend a half day Skip Barber drivers school to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by the Skip Barber instructors and then they will be able to join in the alternating run groups for the rest of the weekend.

Again, all corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

A special treat is in store for all those in attendance. On Saturday and Sunday, during a portion of the lunch hour, there will be a lapping demonstration with a late model F1 Ferrari race car. Since F1 racers are rather rare in this country, this will truly be an exciting opportunity.

The remainder of the lunch hour will be used for touring. PCA National has changed the touring rules. All participants must be 18 or older, wear an 85 (or newer) Snell approved helmet, wear a seatbelt, and wear all other required racing attire.

Using your **Chicago Region Tech Sheet**, it is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization **immediately prior to the event**. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads.

The mandatory clothing requirements remain that a **1985 Snell approved helmet (PLEASE NOTE...WE REPEAT...A 1985 SNELL APPROVED HELMET)**, a long sleeved shirt, long pants, and socks, all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness. Also, due to the local ordinances, all cars must run with mufflers.

There will be a **MANDATORY NOVICE DRIVERS MEETING** at Siebkins promptly at 8:00 pm Friday evening. The novices will be instructed as well as pertinent information as to the format and rules of the event. All novices **MUST** attend this meeting or they will not be allowed to drive.

The Saturday and Sunday **MANDATORY DRIVERS MEETINGS** will be at 8:00 am at the track. **ANYONE MISSING THE MANDATORY DRIVERS MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkins on Friday afternoon at 4:00 pm. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkins on Friday, it must be teched at the track on Saturday morning starting at 7:30 am. No car will be allowed to run without a tech sticker.

help.) Soda will be available through out the day for purchase also.

Dessert can be handled at the Bake Sale. Plan your donations now. All goodies will be accepted and available for purchase.

Other activities during the day will include a silent auction (if we get enough donations), a continuous Raffle (Ticket Sales will start early and continue all day long.) We usually accept the help of adorable, hard to resist kids to help with these sales, so bring your kids, we can put them to work.

Following the Autocross, we will see that food and drink is available. Everyone will have a short time to relax, swap a few car stories, and get something to eat. Then we will award the Autocross Trophies, raffle off some prizes, and conduct the Charity Auction.

All proceeds from the Charity Event go to the Sally Potter School for the Physically Handicapped. Within the School the Doris Beach Memorial Fund has also been established. Both Sally Potter and Doris Beach were active past members of Chicago Region Porsche Club. Their families continue to be active participants in Club activities.

Our auction has included clothing, car parts, tools, books, racing memorabilia, Porsche Memorabilia, jewelry, and art works including paintings, drawings, ceramics, and stain glass pieces. All items are specifically donated for this event.

We are encouraging everyone to help us with these donations. We will appeal to dealerships, as well as our Newsletter advertisers. Anyone can make a donation. It does not have to be car related. We have had cosmetics, perfume, cookies, and food donated in the past. We have also had a "Help to Concours Your Car" donation.

Ask yourself - What can I donate that might be fun? Request letters are available from any for the event organizers. A list of the contributions and contributors will be posted at the event site, as well as, included in the Newsletter. Receipts will be available.

Registration information, directions to the site, and complete dinner information will be in the August Newsletter. Any questions before then, don't hesitate to call Rip & Linda at 708 566-5900 (daytime) or 708 740-3562 (evenings). Keith Clark, 708 690-3381 and Gail Becker, 708 420-7155 should also be able to help with your questions.

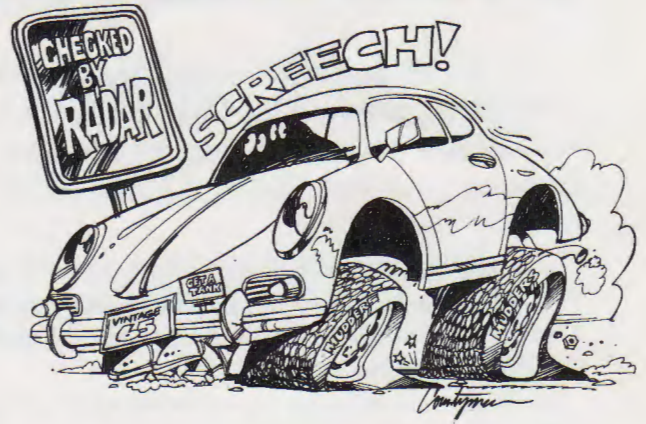
The Charity Event Raises funds that are given to the Sally Potter School for the Multiply Physically Handicapped. These funds are the used to purchase equipment and materials that benefit the students who attend the school. No member of the Porsche Club, or member of their family benefits form these funds.

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# REAR VIEW MIRROR

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**BLACKHAWK I**  
**May 12, 1993**



Our Fearless leader



Red - The car of the day



Mike Mullins negotiates turn #4



Lance Flynn's Turbo in turn #4

## **SO YOU THINK YOU WANT TO ORGANIZE A CONCOURS, NO PROBLEM!**

### **PCA/FCA joint club concours hosted by Lake Forest Sportcars May 22, 1993**

Preliminary work began in November, 1992 and we learned in December that the parking lot behind Lake Forest Sportcars, where we had the first PCA/FCA concours last year, was to become a drive-up bank in the Spring of 1993.

We anxiously looked around for a new location and began arrangements in February to use the parking lot behind the Deerpath school for this years event. We signed the necessary forms on March 15th and understood we'd have use of the entire parking lot - space for about 200 cars - more than enough for the 50 or 60 entries we anticipated, plus ample room for more spectator cars.

Six or seven trips to Lake Forest (800 to 900 miles) and over seventy phone calls served to hammer out the details and everything seemed to be in order. The April 12th entry cut off date came and went and there were only 20 Porsches entered and 8 Ferraris. We extended the entry date to May 10th and guessed (hoped) at the total number of entries in order to get enough awards and have them in time. We had 30 Porsches and 20 Ferraris entered by May 7th - nothing like waiting until the last minute.

The Wednesday before the concours Rick Mancuso called to advise he'd learned there was to be a little league game in the park adjacent to the parking lot at 9:30 AM on Saturday the 22nd. A quick phone call to the school and we had several of their barricades to use in blocking off part of the lot. Arriving at the school at 8:20 AM on Saturday we found 30 to 40 cars scattered around the lot with two baseball games and a soccer game already in progress. We secured the East half of the lot with the barricades and proceeded to try to locate the owners of the five vehicles still inside "our area". By 10:30 AM they had all left and the entries cars were coming in a steady stream as well as the new Ferrari 348 Spider and the transporter for Lake Forest Sportcars with the Formula One Ferrari that had been driven by Alain Prost.

We had ordered the etched wine bottles back in February and they arrived by air on Thursday, May 20th - one day sooner than last year. We picked up the special plaques on Monday the 17th. With three Porsche no shows and three additional Ferraris, our guess was right on the money with 27 Porsches and 23 Ferraris.

A really great turnout and even better weather than last year, we got a taste of Pebble Beach when the judges of both clubs selected the 1950 Ferrari 166 Inter (a previous winner at Pebble Beach and the second oldest Ferrari in the country) as Best of Show. Not a Porsche, but the Hanks of Caledonia, Wisconsin deserve a lot of credit for preserving this fine example. Such a nice show that it's easy to forget it was over six months in the making.

And, if you think all this was accomplished by the efforts of just one person, you're wrong. Many thanks, especially to Alan Boe and Bill Garvy as well as all those who judged for their extraordinary help in making this, once again, the concours of the year.

Dale Moody



Dale Moody - Event Chairman

# PCA/FCA CONCOUR RESULTS

## CLASS A

1.	Reinhart Bartell	312T	'61 356B Roadster
2.	Dale Moody	293T	'59 356A Covertible D

## CLASS B

1.	Rod Gustafson	246.5T	'57 356S Super Speedster
2.	Chuck Will	239.5T	'73 911 RS Carrera
3.	Bill Garvy	237	'65 356C
4.	Dan & Mike Gallagher	233	'67 912 Targa
5.	Rudy Vilkutatis	232	'89 911 Speedster
6.	Jim Jacasin	230.5	'89 944
7.	Bruce Janacek	227	'93 964 RS America
8.	Mike Metts	224.5	'87 911 Carrera
9.	Myron Walters	223	'86 911 Carrera
10.	Jim Vail	219	'87 928 S4

## CLASS C

1.	Uncle Frank Wagner	186.5T	'70 914-6
2.	Alan Roe	165T	'79 930 Turbo

## CLASS D

1.	Ron Peterson	129.5T	'63 356B Super Coupe
2.	Ken Floyd	129.5T	'76 911 Targa
3.	Craig Stastney	125	'84 944
4.	Mike Mullins	119.5	'84 944
5.	Mario Jedwabinski	112	'83 911
6.	Keith Martino	108	'88 944 Turbo
7.	Erik Zeier	104.6	'84 935DP

People's Choice: Rod Gustafson's 356A Super Speedster

Judge's Choice: Reinhart Bartell's 356B Super 90 Belgian Roadster



Rod Gustafson - People's Choice & 1st Place Class B



Reinhart Bartell - Judge's Choice & 1st Place Class A



Dan & Peggy Gallagher's 356 Convertible D



Dan Jr. gets cracking



Bill Garvey's 356C - 3rd Place Class B



What's Up Chuck?



Ron Peterson & Tom Funk talk 356.



The "other" car.

## Memorial Day Road America May 28, 29 & 30, 1993

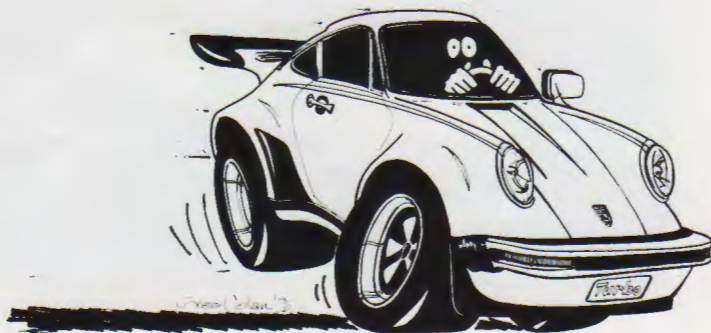
I would like to take this opportunity to thank all of the people who helped make the Memorial Day Road America one of our best Road America events ever. . . at least on Saturday. . . Sunday was a little better only if you were a fish. One of the greatest things about the Chicago PCA is all of the people who are willing to help and give their time on an event, and an event like our Road America brings out the best. Here is a list of the people who made it happen for all of us.

George Mueller, my co-chairman.

John Ruther and his staff who did a great job on pre-registration.

Bob Law who always makes sure that all the corner workers are in place and are happy.

All the SCCA corner workers along with Jack Berry, who is our chief steward and starter.



George Wethered and Jeff Girard with their great tech crew.

Gene D'Andrea, chief driving instructor, and all of our instructors (brave people that they are!!)

Lee, Lichtenstein, Dan and Peggy (LEGGS) Gallagher and all the others who made the parade laps happen.

Ed Leed and the whole timing and scoring crew who worked their butts off making sure that the timing system is ready for the Club Race in July.

I'm sure that there are many others who I've forgotten to mention, so please forgive me. . .my brain is still a little water logged.

If any of you members who came to Road America see any of the people who volunteered their time and energy, please stop and say Thank-you. . .they deserve it.

Thanks, Arnold



Arnie Zann & George Mueller conduct the driver's meeting



Group B1 lines up at Road America



How many beers did we drink Friday night?



Gallagher sips coffee at Siebken's.



Howard Yefsky's new, one of a kind '93 RS America



Chris Inglot relaxes in the paddock



Arnie Zann's "Fast Toad"



Road America "Hot Shoes"

## Will 'N 2 Gamble Rallye April 28th

The fact that I am not the worlds greatest navigator has not affected my love for rallyes. I had never gone on one before I met Gallagher. I just kind of sit there and read the instructions to Gallagher and he does all the rest.

Well, I had only been on Chuck MacKay's "tulip" rallye last year and was really looking forward to the Harper family rallye. Tulip rallyes are the easiest of T.S.D. rallyes as you make your turn at a given mileage. The only problem is when there is a big difference between your odometer and the rallye masters odo. then you have to have a correction factor. The 930's odo was 3% greater than it should be so Gallagher really had an easy day of it.

The Harper's did a good job of almost an impossible task. Four days before the rallye most of the rallye roads were under water. In fact I understand that Jim came really close to cancelling the event. Fortunately this was not done and the rallye went forward as planned. The only real problem is where the roads were washed out they were rough and gravel was everywhere. Outside of the water washed-out roads and gravel, Gallagher and I had a great time on the rallye. We were car #1 because we had to make sure we made it to the Empress River Casino to begin registration. Charlotte Brown, our Empress, group sales coordinator, promised a large parking area roped off for us to park. Charlotte met us in the reception area where a decorated table and signs were all set-up for me to register people. A very nice touch! We even had a private area at the cocktail area.

Gallagher and I boarded the boat at 2:55 PM. The people were really serious about this! It reminded me of Las Vegas - Slot Machines, Blackjack, Crap tables and roulette games, I was pretty impressed. Gallagher and I decided \$200.00 would be fun to play the dollar slot machines. Well we split \$100.00 and left with \$80.00 so we were happy and went to the observation deck. It appears the Porsche people are not gamblers as most were watching the scenery and having cocktails. George Gutman played the slot machines won and wisely walked away and came up to the observation deck.

We docked at 5:00 PM and drove to W.C. Flicks. I really didn't hear many gambling stories because I guess car people just are not gamblers. Dinner was not really anything to write home to mother about but we were hungry. Jim Harper went over his rallye, and trophies were presented. Gallagher and I finished second which made us happy. Howard Yefsky and little Margaret finished first! How could they have beaten us!!

I really had a nice day. Sincere thanks to Pat & Bonnie Yanahan for suggesting the Empress River Casino, the entire Harper family, the check point workers, the people who participated, Charlotte Brown of the Empress and last but not least, Dan Gallagher.

Peggy Gallagher

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# THE FAST LANE

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by Dick Badler

The Sunday after Indy, we drove up to the Milwaukee Mile for the Indycar race. We had a very satisfying time.

I hadn't been to an Indycar race in a while. Tickets came my way, and so I convinced my wife that it would be good to get away, to Milwaukee, for a day. A quick drive up, a little racing, a quick drive back. What could be simpler?

And it was. We found the Fairgrounds on the map. We learned it's actually in West Allis. No matter. We just followed the crowd. A big crowd. And a knowledgeable crowd, if one can use as a guide the personalized tee-shirts many fans sported, and the overheard snippets of conversation. Enthusiastic. Opinionated. I felt comfortable. With these people, I didn't have to explain the attraction. These people understood, no apologies.

Outside the grandstand, we found stalls selling Mario, John and Jeff Andretti stuff, Chip Gnassi stuff, Randy Owens stuff, Marlboro stuff, Porsche-Ferrari-Corvette stuff, the Checkered Flag stuff. As in checkered-board-imprinted pens and pencils, plates and mugs.

I got on the "will call" line. It moved very slowly. Because a lot of people did not have anything with their name on it at the end of the line. And because the people in the booths were going out of their way to take a second thumb through the envelopes, and direct people to hospitality tents and sponsor booths. For a second chance, a second so-and-so told me to ask for someone.

I overheard a woman translating into Italian the fact that, "No, no Ferraris" were competing.

Or Porsches, for that matter. Ah, racing. Ah, the recession. Ah, life. Well, we could root for Teo Fabi, at least he was back, even though he was way down in qualifying. I guess we could, but it wouldn't be the same.

We ate brats for lunch. Of course.

We found our seats. Very good seats. In the grandstand, near the start-finish line, high up enough to see the whole track (!) yet low enough that we knew we'd be, shall we say, intimate with the cars.

The couple next to us had a hand-held scanner with earphones attached. As did some people in front of us. With lists of frequencies for car-pits communication for every team, as well as for the ABC telecast.

When the PA announcer introduced the drivers, Emmo was booed. Everyone said that, at Indy, he should have at least taken a sip of the ceremonial milk, or faked it, for crying out loud. Everyone said he'd been there before, so he knew the tradition. Everyone cheered Boesel. Everyone had watched Indy. I wasn't surprised.

The drivers sat in their cars, motionless, waiting for the start, for at least 15 minutes. I explained to my wife how they must be going out of their minds, just waiting to race, how they have no room to move, nothing to do but think, but it's okay, because we're waiting for live network TV coverage, second week in a row, so it's good for the sport.

Someone from Miller Brewing said the magic words. Everyone stood and cheered. On the last pace lap, we could see Boesel on the backstretch. He slowed the field to almost a crawl, then accelerated hard ... by the fourth turn, almost up the backside of the pace car. No start. The next go-round, he slowed the field again. The same stunt, but just a few seconds later, and we were racing.

I had forgotten how loud it was. Shrieking loud. Grit your teeth loud. Reverberating into cranial passages loud. After a few laps, a constant shrill loud. Still, everyone sat down and watched, stared, peered, dreamed. I timed laps, I timed intervals between cars. I found I could time intervals at several places around the track. I got used to the noise.

We had lead changes, dicing, outside passes, three abreast racing into turns. We had yellows and pit stops. On the yellows, we would stand and stretch our legs. A scanner operator told us he heard Tracy scream to his pits "car 56 is on fire, car 56 is on fire," and then the yellow came out. He heard A.J. tell Robby Gordon to take it easy. "Remember Phoenix," he said. On the last pit stops, we saw Gordon slither sideways into his pit, right in front of us. The scanner operator told us he heard A.J. tell him he's a lap down. Then A.J. told him "It's okay. Now all you have to do is pass Mansell, Boesel and Fittipaldi."

On the restart, we watched Mansell eat up Boesel. We looked at each other. We nodded. We had watched Mansell snookered at Indy. All of us.

We cheered Nigel for his win. We wondered about Michael Andretti, off in some Godforsaken corner of the world. Just then, Nigel parked on the start-finish

line, directly below us, followed by Raul and Emmo. As he was making his way to the podium, Nigel stopped, turned to the crowd, waved and gave an "isn't it amazing that I actually won this race" shake of his head. Il liono, indeed. We loved it.

Then we sat a while, and watched Nigel's international press corps swarm around him. Here in West Allis, at the Milwaukee Mile.

My wife told me it took her half the race before she realized that the scoreboard showed what lap they were on. Why hadn't she asked? Because I wouldn't have heard her. And the pit boards. What did P3 mean? I explained. With a little more explaining, could she actually get into this? Maybe with earphones.

We made our way out. No waiting. No hassle in the parking lot. And we drove home. We did have a very satisfying time.

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## **WELCOME**

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### **TO OUR NEW MEMBERS**

By Lee Lichtenstein

Joe & Pauline DeGiorgio  
Woodridge, IL  
1986 928S

John Fee  
Mt. Prospect, IL  
1989 911

Frank & Cynthia Forbes-Lux  
LaGrange, IL  
1990 Carrera 2

Thomas Gathman & Gregory Gathman  
Oak Park, IL  
1969 911T

Richard Laurie  
Woodridge, IL  
1989 944T

Steven Moore  
Mundelein, IL  
1957 356 SC

Paul Peterson  
Chicago, IL  
1989 944T

Dick & Susan Royce  
St. Charles, IL  
1972 911T

Paul & Arlette Schmidt  
McHenry, IL  
1983 911

Bruce & Marcy Trojak  
Barrington, IL  
1993 RS America

Jeff Walker & Mike MacDugal  
Chicago, IL  
1974 911

Richard Wulf  
Lake Forest, IL  
1988 928S4

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# PETE'S POINTERS

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## PETE'S PCA RALLYE PREPARATION POINTERS Volume VI

Dear Pete,

For the 1994 Club racing program, I plan to race our 912 Soft Window Targa, "SoftT". With the Targa bar, little weight, low ride height, and a new 1.751 Fischer built engine that really goes, I feel that I'll be competitive in the 4 cyl class. Unfortunately, I cannot participate in that capacity in '93 since Dan and I are concouring at the parade and originality requirements prohibit us from making the final race series modifications.

So this year I still have the pleasure of racing my Euro GTI 16V, "LEAPFROG". This is a wonderful car for the track but with 108,000 miles on the engine, it is beginning to lose some pulling power. Due to this, I seem to be having a hard time matching my old track times from years past. Do you know of any way to make up this lost time?

In search of speed,  
LEAPFROG

Dear LEAPFROG,

*Purportedly your problem persists because proprietary power doesn't pull as in the past. Pete predicts your lap time potential is on par with previous postings, and is possibly and probably improving. Pete's postulate of track performance proposes perennial improvement. Even with pony power plummeting, precious picoseconds per lap are potentially passed through superb plight on pass prohibited pavement. Your speed in the pathwinding portions of each lap is improving with practise while your punching power is passing with periods.*

*To parrot your previous accomplishments presently, help is prerequisites by all the pigeons in the pen. A plethora of powerful Porsches persist on pulling you down the straight and prohibit you from passing although you approach their posteriors promptly on the parabolic portions of the path. Pete postulates your problem is not personal, but lies with the preposterously powerful Porsche pedal punchers.*

*Pete prompts these improperly proud pains in the peters, "FOR PETE'S SAKE, PULL OVER!!"  
Professionally, Pete.*

*P.S. Pete and RePete were sitting in a boat. Pete jumped out. Who was left? RePete.*

Dear Pete,

PLAUDITS! PLAUDITS! PLAUDITS!  
POR PETE.

Prior panderings presenting pertinent points pertaining primarily to picturesque panoramas placed predominantly on paths presumably to be painstakingly phollowed by Porsche Pushers planning to be phanatical rallye participants, PAID OFF. We phollowed Pete's pertinent plans and painstakingly 'applied Pete's points and guess what...WE WON!!

Eat your heart out Gallagher.

Now Pete, rumor resounds that you've had a recent sex...oops - name change from Phabulous Pete to Racer Reggie. Could this be true?

Recent reports reveal rather risky roamings 'round racetracks recording respectable racetimes. Really Reggie, that racy runabout really roars; rather raucous, but RIGHT-ON RIGHTEOUS. Reflections run rampant regarding recent reluctant removal of 'riters ride. However, rave reviews were reported for Racer Reggie's road running role.

Respectfully, vRoomm (Formerly)

Dear Rallye Victor,

*Primarily, praise is passed upon you phor your prevailing performance in this past pathfinding procession. Hope you possess the persistence to perform as propitiously in Pete's own Pavement Pas a Deax this August 1st - (planned plug).*

*Regarding the Racer Reggie vroomm-ers, Pete's*

*omnipotence and polypresence predicate possessing plenty of personal pseudonyms.*

*The postal passage procured previously but being presented postly may surprise you.*

*Professionally, Pete.*

***P.S. Pete and RePete were sitting in a boat. Pete jumped out. Who was left? Repete.***

Dear Pete,

Upon returning from vacation, I found a vacancy in the garage of my vagabond boyfriend. Vaguely voicing, the vehicle of my love and desire has vanished without opportunity for valediction. As a manual transmission invalid, I have lived vicariously as navigator of Vroomm. However vehemently I inveighed this vacuity, this void has not been vanquished. Voodoo and vanity aside, I would inveigle Vroomm's new owner in order to ride again. Do you know Vroomm's whereabouts?

Voluptuously, Valerie the Vivacious Vixen.

Dear Valerie,

*No comment.*

*Professionally, Pete.*

***P.S. Pete and Repete were sitting in a boat. Pete jumped out. Who was left? ThreePete.***

Dear Pete,

I found your pronouncement of the Penske principle of pristine Porsches enlightening. Cleaning my Porsche was a tall order to fill, but I had to put the Penske principle to the test. After a short wash, wax, and vacuum, I took my car for a drive. The car was taller than ever before. I shaved 30 seconds off my previous best time in the quarter mile.

Now that I have proven the Penske principle for myself, I would appreciate it if you could provide me with a few tips on properly preparing my Porsche for Potter's Picnic. I know you have a tendency to tell tall tales; Please Pete, don't short change me.

Briefly, Mike Mullins

Dear Mike,

*Proving the Penske principle of pristine Porsches was positively optional. However, as a postulant for the postdoctoral degree from Pete's expert school of pristine Porsche preparation your performance has been positively exemplary.*

*Participating in Potter's Picnic is a prerequisite for all pushers of pristine Porsches. (Perhaps "pushing" explains the pronounced improvement in your quarter mile time.) To properly prepare your pristine*

*Porsche preparation, "Pull it apart, polish it, put it back together."*

*Pretend you are in class D, the interior and exterior are concerned. Do not apply Pete's primary premise of pristine Porsche preparation to the exterior. However, when preparing the interior, Pete prescribes removing the carpets and the seats (if this is easy enough), prior to vacuuming the plush pile carpeting. Polishing the seat rails and seat mechanisms precedes the re-insertion of said seats. Proceed to wipe down the seats, dashboard, doors, and the inside of the windows. As a postlude, remove all superfluous postiche articles from the Porsche (this includes booster seats).*

*Perhaps the persnickety judges won't present you with a trophy, however primping and polishing your Porsche preserves the Porsche for posterities sake and should be a profitable experience. So don't post pone, prepare your Porsche for Potter's Picnic post haste.*

*Professionally, Pete.*

***P.S. Pete and RePete were in a boat. Pete jumped out. Who was left? PHOURPETE????????????????***

Postal passages and problems placated, Pete prefers to promise prepared rallye participants a pleasurable and particularly peaceful procession during his "Pavement Pas a Deux". Particularly promising Porsche paths have been picked for players to please the purist while appropriate puzzles perplex the co-pilot (it's proportionately simple and puzzling - if that's possible). Plenty of pick up points and a superfluous package of pie plates prevent partakers from passing through Peru while Paddock Lake is appropriate. A panic envelope and map is provided to position all Porsches punctually for the trophy presentation. Pete is providing plenty of pieces so even participants not placing near the pinnacle package been prepared. Pete purchased a portion on par with provisions enough to place a piece in every participant's palms from the previous pair of rallyes - combined. Please pre-register and plan on picking yours up August 1.

Pete will present a package of pointers over pancakes to point out particulars appropriate to the pathway. Pete is presuming practically a pittance and prerequisiting his players with only a pencil, a simple time piece and an open and unpresuming pate (previous experience not necessary). So pile in the P-car and pedal up to Paddock Lake for the post meridian portion of the day. The passage will only occupy a couple of hours so plenty of playtime remains before packing it up. May Pete be with you.

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# THE MART

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## FOR SALE-PORSCHE

1970 911S Targa #9110310348. Black/black, recaros, Calif. legal Webers, new struts, batteries & brake lines, orig rustfree ht exchangers & muffler, very clean, runs very well, \$14,500/OBO. Will trade & cash for 1988/1989 944 Turbo S. Martin Frith, 7676 Newport Dr., Goleta, CA 93117. 805/968-3065.

1984 911 Carrera Coupe #WPOAB0919ES120529, Metallic Slate Blue, 3000 original miles, partial blue leather, sun roof, Koni sport shocks, alloy wheels, heated windsheild, front spoiler, Blaupunkt SQR Washington, floor mats, no snow or rain, absolutely mint original condition, \$29,000. Ernest Tolli, 1100 Sandstone Dr., Libertyville, IL 60048. 708/362-9087 (eve).

Porsche Carrera 2. All numbers match. Original 4 Cam engine rebuilt 5,000 miles ago by Reinsport Werke. No rust. Car has never been hit. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Best offer over \$60,000. Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601. 312/616-1416.

1963 356-B Cabriolet - 1600 SUPER: 2-year show-quality restoration - signal red - Glasurit paint - new beige interior & carpet - hard & soft tops - new chrome, rubber, mechanicals, chrome wheels, Michelin XZX. \$36,000; Chuck Schank, 708/246-6395.

1982 911 SC Coupe, Dark Blue Metallic, Dark Blue leather sport seats. Sunroof, lowered, stainless steel brake lines, oil cooler, 75,000 miles. Excellent condition, no-winters. Ed Duffy 708/305-0779.

1959 Convertible D - complete restoration - many new parts included. \$17,500. Chuck Schank, 708/246-6395.

1985 928S Coupe #WPOJB0921FS861784 Guards Red, tan lea., 5 spd, 32 v., new A008P's on gold BBS-RS rims, Blaupunkt 8 spkr. FM/Cassette, all power options, incl. seats and sunroof, climate, factory and Alpine alarms, 71000 mi. no winters or track time, new cambelt, clutch, chips, a beauty in

and out. \$17,500. Ralph Kruse, 4140 W. Pauling Rd., Monee, IL 60449. 708/534-0492.

1967 911 Coupe #304591 Blue w/tan interior, 5 spd., early alloys, recent Weber carbs, SSI heat exchangers, Dunlop tires and other new parts, all original and complete with usual body rust, front pan is solid. Dennis Wiesnoski, 920 W. Willow, Chicago, IL 60614. 312/988-7478.

1987 928 S4 #WPOJB0920hS860161. Diamond Blue/Blue leather. Automatic, Blaupunkt SQR reno with eight speakers, additional vaporizer for rear A/C, wheel locks, new dunlops, new brakes. Well maintained, mint condition, \$20,500 OBO. Barry Dean, 312/714-9300 or leave message.

1980 924T, White/Black leather sunroof, A/C alarm, rare sport group, Koni sport shocks, 16" alloy wheels, front & rear stabilizers, 928 fented discs & calipers, ALOT of recent work. \$6,500. Barry Dean, 312/714-9300 or leave message.

## FOR SALE-PARTS

911 SC - get a big boost for spring. Add horsepower. "Manny" sport muffler twin pipe - \$180.00, straight pipe - \$90.00. Ed Duffy 708/305-0779.

1973 911T - Original parts for that upgrade project - seate (2) brown; front & rear torsion bars; muffler; heat exchangers; front bumper; more. Ed Duffy 708/305-0779.

For Sale: 911/930 Parts. Modine 11 row oil cooler w/(-12) fittings \$250; fuchs wheel cap locks \$29; 911 wheel hubs \$125; brand new A.I.R. GTU fiberglass slanthose \$895; GTU box rockers (pr.) \$250, GTU lip spoiler \$60; New Blaupunkt tucson SQR receiver in carton \$250; Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072. 414/367-9009.

1989 C-4 Porsche wheels & tires, 6 x 16 & 8 x 16 Goodyear Eagles perfect condition \$900.00 O.B.O. Kurt Hipke, 708/301-2708, after 7:00 P.M.

Wheels & Tires, 4 Concour perfect 15" phone dials wrapped with Dunlop 215/60 ZR 15 tires. Less than

6,000 miles new. \$900. Call Jim Jacism, Days:  
708/665-3333, Evenings: 708/449-5562.

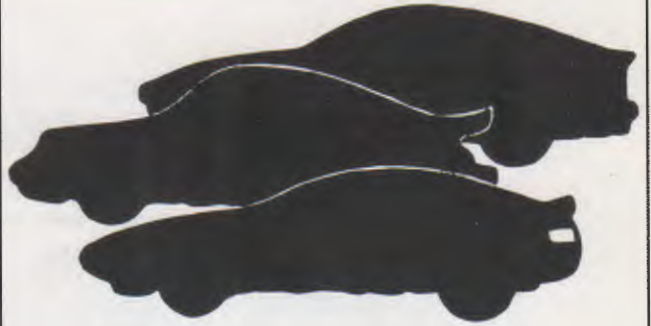
### WANTED

Late 930, alcon or lockheed brake calipers; 930  
24MM Master cylinders; coil over struts, springs,  
perches, etc., 930 rotors/hubs; Tony Stevens, N14  
W30028 Highridge Rd., Pewaukee, WI 53072.  
414/367-9009.

I'm looking for a set of used wheels for track use -  
reasonably priced but condition not critical. Stock is  
7 x 16 in front and 9 x 16 in rear. C2 wheels will fit;  
but most 911 wheels will not because of the 65 mm  
offset I have. Jack Schriver 708/466-1140.

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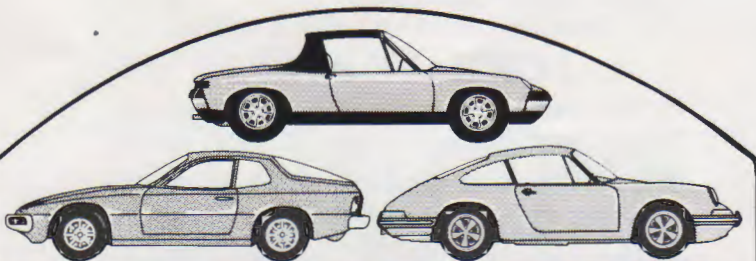


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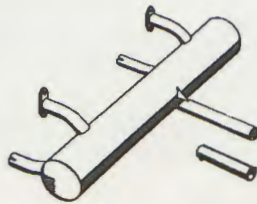
## 356 Sport Mufflers

As a sign of our continuing commitment to the earlier 356's, we've reproduced the original equipment type single-pipe Sport Muffler. Essential for any Pre-A with a 1300/1500 Normal engine!

**Single-Pipe Sport Muffler** 616.54.102 **\$335.00**

**Dual-Pipe Sport Muffler** 616.54.103 **\$295.00**

**Chrome Tip for above** 546.54.101 **\$11.95**



## Rear Engine Cover Plate

This is an important and much anticipated reproduction! Stoddard's own high quality product made in the USA. Fits 356-356C 546.06.562 **\$127.50**

## Plate Behind Pulley

All 356-356C 616.106.083.00 **\$38.50**

## Carb Preheat Air Funnel

All 356/912 546.06.062 **\$41.75**



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